

# CANADA AT WAR

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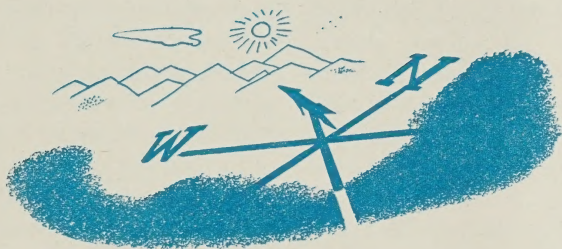
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# *The Strategic Northwest*



**W**ITHIN the framework of the mounting offensive strategy in the Pacific, northwest Canada is equipped, in terms both of location and resources, to play a prominent role. Land and air systems connect it on the one hand with the heart of the North American continent and on the other with Alaskan outposts whence massive blows may be based and directed.

## *Northwest Staging Route*

The initial wartime development of strategic importance in

the area was the Northwest Staging Route. Undertaken on the basis of a recommendation of the Canada-United States Permanent Joint Board on Defence, and following plans already set in motion by the Canadian government, the route was designed to provide a safe airway link between Canada and the United States and Alaska. The Canadian government undertook the project at its sole expense on the decision of the war committee of the cabinet.

By the beginning of September, 1941, the airway from Ed-

monton, Alberta, to Whitehorse, Yukon Territory, was usable by daylight in fine weather, and radio ranges were in operation at 200-mile intervals from Edmonton to the Alaska boundary by the end of the year. The route thus provided an airway to Alaska removed from the Pacific coast and relatively free from the danger of enemy attack, equipped with modern navigational aids, and connected with established air and ground communications at Edmonton and Vancouver.

While the essentials of Canadian development were thus ready at the time of Pearl Harbor, it was at once apparent that war traffic would necessitate great additions to the original program. An immense amount of construction work—enlarging airports, improving facilities, furnishing living accommodation and other buildings—was done by the Canadian government in 1942 and 1943. This was largely to meet United States needs.



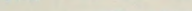


The airway was of great assistance in the location and building of the Alaska Highway. On the other hand, the building of the highway has greatly facilitated the completion of the airway and its maintenance.

On July 12, 1943, the Canadian government, having virtually completed the Canadian program of construction at the main fields, closed out its contracts and withdrew its construction forces. The United States government undertook a further program of extension and improvement to meet the increasing volume of its air traffic. Included in this program was construction of a satellite field at Namao, about seven miles north of Edmonton, contract for which was let to a Canadian company.

The route is now operated by the Royal Canadian Air Force from headquarters in Edmonton. The Department of Transport provides meteorological services, operates and maintains the radio range stations, and temporarily services communications facilities. Department engineers for co-ordinating any new work with that already done by Canada are also retained at each airdrome along the route. Control towers are staffed by the R.C. A.F., which is responsible for maintenance and repair work at all airdromes. The R.C.A.F. is solely responsible for security. The total expenditure authorized for the route from Canadian funds is \$25,000,000.

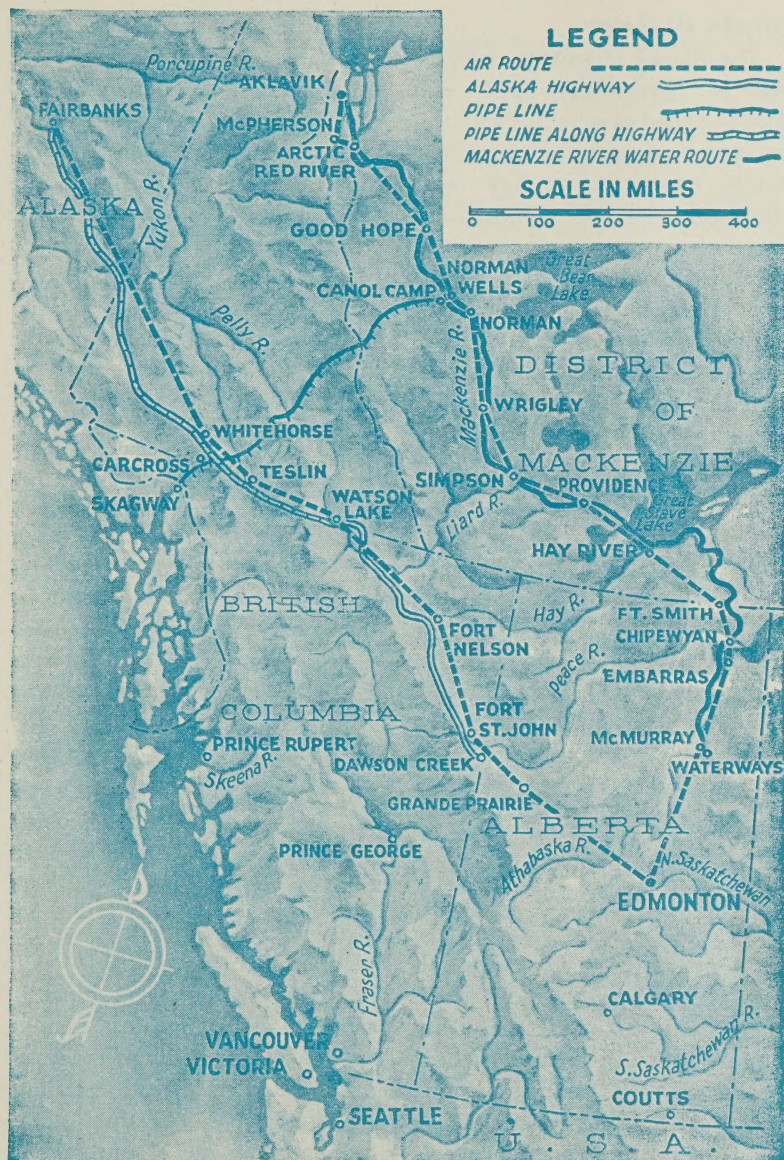


# LEGEND

AIR ROUTE   
 ALASKA HIGHWAY   
 PIPE LINE   
 PIPE LINE ALONG HIGHWAY   
 MACKENZIE RIVER WATER ROUTE 

SCALE IN MILES

0 100 200 300 400



## ***Alaska Highway***

The Alaska Highway, completed in November, 1943, one month ahead of schedule with the exception of certain permanent bridge construction, has been developed from the pioneer road stage of a year ago to meet the standard requirements of a military artery and is capable of handling a flow of heavy vehicular traffic from Dawson Creek, British Columbia, to Fairbanks, Alaska, with little interruption. While seasonal thaws and flood conditions will produce periodically their maintenance problems, it is anticipated that the construction and reconstruction work of the last few months will have eliminated the serious hold-ups of last spring and summer.

Of a total of some 700 bridges, varying in length from a few feet to 2,100 feet at the Peace River crossing, only 14 temporary structures remained at the end of 1943 to be replaced by permanent installations.

Maintenance crews stationed at comparatively short intervals are carrying out sanding and snow removal operations that have so far successfully countered winter hazards. The Northwest Service Command of the United States Army is opera-

ting a military bus service from Fairbanks to Dawson Creek, carrying military personnel and construction workers exclusively and covering the distance of more than 1,500 miles in less than 60 hours driving time. To what extent this schedule can be maintained will depend on weather conditions.

The Canadian section of the highway, approximately 1,257 miles from Dawson Creek to the Alaskan boundary, has been pushed through mountain and muskeg for more than half this distance until it completes the crossing of the Rockies through a pass, as yet unnamed, a few miles west of Fort Nelson.

The United States government undertook to pioneer, construct and maintain the highway until six months after the termination of the present war, unless the Canadian government wishes to assume responsibility at an earlier date for the maintenance of that part which lies in Canada. At the end of the war the section in Canada will become in all respects an integral part of the Canadian highway system, on the understanding that at no time will there be imposed any discriminatory conditions in relation to the use of the road as



between civilian traffic of the two countries.

A joint Canada-United States Traffic Control Board was set up on June 9, 1943, to deal with applications and issue permits for travel on the Alaska Highway, at present confined to official business.

Two pipelines supplement the Canadian section of the highway project. The first of these runs northwest from Whitehorse, Yukon Territory, and the second runs from Carcross, in the Yukon, to Watson Lake. Both lines, fed from Skagway, Alaska, are now operating.

### ***Alaska Highway Flight Strips***

Flight strips along the Alaska Highway have been constructed by United States authorities. These flight strips provide additional flying facilities to the north, but will be used only for contact flying, using the highway as a guide and providing facilities for the rapid movement of construction and maintenance personnel and equipment, as well as safe landing areas along the highway.

### ***Canol***

The Norman Wells oilfield, in the Northwest Territories, is

located on the Mackenzie River about 100 miles south of the Arctic Circle. Production in the field goes back to 1920 when the first well was drilled and oil found in commercial quantities. In 1940 four wells were producing, and a refinery was operating to produce gasoline and fuel oil for all local needs.

Early in 1942 the United States government, faced with the necessity of obtaining without the danger of enemy interruption an assured fuel supply in Alaska and northwest Canada, proposed a project to make available greatly increased production from the Norman Wells field. After negotiations between the United States government and the Canadian government, an agreement on the development was reached.

Construction work proceeded through 1942 and 1943. It is reported that under the project 26 wells have been completed in the Norman Wells field by the Imperial Oil Company, Limited, under contract with the United States government. Of these, 23 found oil. Under the United States contract four wells outside the field were drilled at a considerable distance from the productive area, and three were

on the edges of the area. In addition there are the four former wells drilled prior to the Canol agreement, making a total of 27 producing wells. It has been estimated that by July 1, 1943, enough new wells had been drilled to produce 7,500 barrels daily, and potential production has considerably expanded since then.

It is contemplated that the pipeline from Norman Wells to Whitehorse will be completed early in 1944. Work is proceeding on the refinery at Whitehorse, and the present schedule calls for its completion in May, 1944.

While the original Canol plan was designed to solve the problem of oil supply for Alaska and the Yukon if enemy action should interrupt tanker movement up the coast, the United States government had the more immediate problem of establishing the quickest possible supply line under existing conditions to supplement tank car movement over the Alaska Highway. In August, 1942, it proposed to the Canadian government the building of a pipeline from Skagway, 110 miles to Whitehorse to pass through British Columbia, to which the Canadian government

agreed. Permission was also received to construct installations for storage and loading at Prince Rupert, British Columbia, from which point oil was to be moved by barge to Skagway through the inside passage. The pipeline from Skagway to Whitehorse has been operating for some time.

### ***White Pass and Yukon Railway***

In 1942 the White Pass and Yukon Railway was leased by the United States government from the British Columbia-Yukon Railway Company and the British Yukon Railway Company, authorized by order-in-council dated November 6, 1942. Under military personnel and with greatly increased rolling stock the railway was operated throughout the winter of 1942-43, one of the most severe on record. Monthly tonnage moved on the line is nearly three times the amount moved in any one season in pre-war days.

### ***Mackenzie River Water Route***

Since the days when the fur trade commenced, the Mackenzie River water route has been the main transportation and communication artery of the



Mackenzie River district. It has now been pressed into war service for the water transportation of supplies between Waterways, Alberta, and Norman Wells.

The average time required for the return trip from Waterways to Norman Wells along the 1,170-mile route is 30 days. The route is navigable for about 125 days during the year, from approximately mid-June to mid-October. In the event of an early freeze-up it may be used as far as Fort Smith, and a winter road used from that point to Norman Wells. During the 1943 summer season approximately 40,000 tons of freight was shipped from railhead at Waterways, and about the same quantity was delivered at Camp Canol, a few miles from Norman Wells, but this latter amount included tonnage which originated at points on the route other than Waterways.

### ***Mackenzie River Air Route***

Canadian bush pilots have long used the air route following the general course of the Mackenzie River northward as far as Aklavik with seaplanes and ski-planes, but far greater payloads were required for the carriage of Canol freight to augment ship-

ments over the Mackenzie River water route, which has very definite limitations. Twin engined transport aircraft were decided on as the most suitable carriers, and landing facilities were provided at McMurray, Embarras, Fort Smith, Fort Resolution, Hay River, Fort Providence, Mills Lake, Fort Simpson, Wrigley, Norman Wells, Camp Canol, Peace River, Metis and Upper Hay River Post. A cut-off route running between Peace River, Alberta, and Mills Lake in the Northwest Territories, used mainly during the winter months, is included in the scheme.

Construction commenced May 15, 1942, by United States Army personnel or their contractors. With the exception of the fields at McMurray and Peace River, where expansion of existing facilities was sufficient, the fields and landing strips are new construction.

A daily air schedule now is operated along the route from McMurray as far north as Norman Wells. United States personnel are stationed at each location to service aircraft and obtain weather reports. Royal Canadian Corps of Signals personnel are also stationed at vari-

ous points along the route to gather and transmit weather information.

Survey parties of the Royal Canadian Air Force and the Department of Transport have conducted surveys in the field with the purpose of setting out sites against the possibility of future extension of the route to the north and northwest through Good Hope, Arctic Red River, McPherson, Bell-Porcupine and Blue Fish-Porcupine. Material and supplies are flown to these parties by float-equipped aircraft.

### ***Meteorological Services***

A closely integrated network of weather observation posts and forecast stations has been established throughout the Canadian Northwest by both Canadian and United States agencies. The main groups engaged in this field are the Department of Transport, the Royal Canadian Corps of Signals and the United States Army Weather Service, and close co-operation is maintained among the three. The United States Army Air Force provides its own service and briefs its own pilots in Canada.

### ***Telephone, Telegraph Lines***

Telephone and telegraph lines,

built by the United States government, with a capacity of six voice and 13 teletype communications, are now in operation between Edmonton and Fairbanks, a total distance of 1,993 wire miles.

A telephone line has been strung along the 110 miles of pipeline involved in the supplementary Canol project, and a line is being strung along the main Canol pipeline from Norman Wells to Whitehorse.

### ***Acquisition of Property***

It is the policy of the Canadian government to acquire and thereafter make available to the United States for wartime use all properties required by the latter in the northwest area. The Department of Mines and Resources is responsible for acquiring properties located in the Northwest Territories, Yukon Territory, Dawson Creek area, Fitzgerald area, and those sections connected with the right-of-way for the Alaska Highway. The Department of Transport is responsible for the acquisition of property in all other cases. It has been arranged by consultation between the two governments that applications for lands required in construction or



for other purposes be submitted to the office of the special commissioner for defence projects in Northwest Canada at Edmonton.

### ***Post-War Disposition of Projects***

The governments of Canada and the United States have given approval to a general formula for the post-war disposition of defence projects, installations and facilities for which no specific provisions have previously been made, set forth in a recommendation of the Permanent Joint Board on Defence.

The general formula provides for the following:

- (a) the relinquishment to Canada, within one year after the cessation of hostilities, of all immovable defence installations built or provided in Canada by the United States;
- (b) the removal from Canada, or the offering for sale to Canada or the appropriate province, within one year after the cessation of hostilities and on the basis of the valuation determined by a board of two or three appraisers, of all movable defence installations provided in Canada by the United States;
- (c) in the event that neither the Canadian government nor the appropriate provincial government exercises option to purchase the movable defence installations under (b) above,

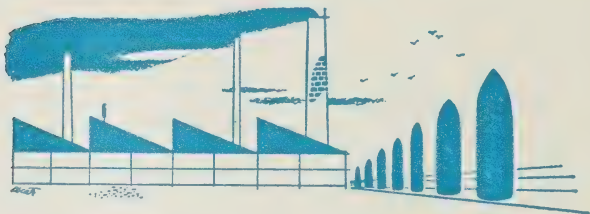
the facility under consideration shall be offered for sale in the open market, any sale to be subject to the approval of both governments;

- (d) in the event of no sale being concluded under (b) and (c) above, the disposition of such facility shall be referred to the Permanent Joint Board on Defence or to such other agency as the two governments may designate.

### ***Special Commissioner for Defence Projects***

The size and importance of the defence projects and ancillary construction being carried out by both Canada and the United States in the Canadian Northwest made it apparent, early in 1943, that special machinery was required to provide a direct link between the whole program and the Canadian government, to co-ordinate the various parts of the program and to provide over-all liaison with the United States authorities in the area. Accordingly, on May 6, 1943, Major-General (then Brigadier) W. W. Foster, D.S.O., V.D., was appointed special commissioner for defence projects in Northwest Canada. General Foster, senior representative of the Canadian government in the area, reports directly to the war committee of the cabinet in Ottawa.

# Production Emphasis Shifts



CANADA is about to enter its fifth year as a major producer of war materials.

In the months that preceded 1940, the nation was in a state of uncertainty as to its position in the realm of allied munitions manufacture. The Defence Purchasing Board, established in July, 1939, had been superseded by the War Supply Board shortly after the outbreak of hostilities. The powers of the new board were wider than those of its predecessor, but it had not been given the absolute authority to mobilize and regulate industry towards complete wartime efficiency.

It was felt, during the period preceding the Battle of France, that Canada's industrial role in

the war would be largely confined to the production of material and equipment for its own troops and of limited quantities of aircraft and guns for the United Kingdom. However, the sharp increase not only in Canadian but in British orders which followed the fall of France turned Canada overnight into one of the principal suppliers of war equipment for the United Nations. A vast expansion of industry was planned and carried out. New factories, some larger than any Canada possessed before the war, mushroomed throughout the land.

## *Long-Term Basis*

Contracts were let for new types of ships and aircraft, for



more guns and ammunition. Tanks and armored fighting vehicles were added to the lists. Mosquitoes and Lancasters succeeded Hurricanes and Bolingbrokes. Corvettes and small minesweepers were superseded by larger frigates and Algerines.

In the hectic planning days, from June, 1940, to June, 1941, long-range schedules were projected. Guns of certain types, it was believed, were to be manufactured for a long time. Plans were formulated on the long-term basis. Maximum output was set to be reached two or three years after the contracts were awarded.

Then the fortunes of war changed—not merely the pattern of warfare, but the whole conflict itself assumed a new shape. A few miles west of Alexandria the allies turned on the Axis forces, eventually pushed them out of Africa and Sicily, and began chasing them up the Italian boot. Between El Alamein and the battle for Rome the allies realized that many changes were needed in types of armament they were using. The tank was no longer supreme. Hurling a devastating explosive at the landships in the form of a rocket, a large grenade

or a high-velocity shell stopped it dead. Artillery came back—not slow-moving guns, but self-propelled, high-velocity ordnance.

### *Found Most Efficient*

Against aircraft, it was no longer largely a question of keeping high-flying bombers at bay with heavy guns like the 3.7" or of chasing them out of the lower regions with medium guns like the Bofors. At close range the Bren machine gun and the smaller calibre automatic weapons provided insufficient protection against low-flying aircraft. It was found that the most efficient weapon to ward off the dive-bombers and the strafers was the 20-millimetre gun, used either singly, in pairs or in fours.

Such realizations, plus changes in anti-submarine strategy and other naval warfare, called for revisions in procurement programs. These revisions affected Canada as much as the United Kingdom. Weapons of limited efficiency against tanks, such as the Boys anti-tank rifle, were abandoned in favor of "Piat" projectors which propel rocket-like bombs. On many aircraft, cannon and heavier machine

guns replaced the smaller weapons such as the Browning .303". Orders for heavy anti-aircraft guns were curtailed. Contracts were let for many types of 20-millimetre mounts, for new forms of ammunition and many other new weapons. The emphasis on offensive warfare was reflected in large orders for several types of landing craft.

### *Conditions Change*

Then, too, there were cancellations of contracts for certain types of stores, shells especially, because sufficient stocks had been accumulated and, in some instances, in more than the required quantities. It must be remembered that during the Battle of Britain and the Battle of the Atlantic Canadian factories were producing more than the actual proved requirements, first because of the danger that plants manufacturing the same store in the United Kingdom might be bombed out of existence, and secondly, because part of the Canadian production might be sent to the bottom of the sea by enemy submarines.

As the war situation improved,

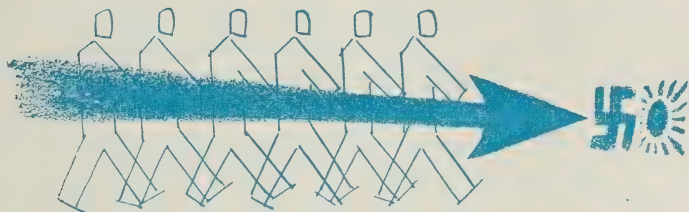
conditions in industry changed. The output of certain stores was reduced before the peak was attained. The extent of the curtailments is insignificant in the light of the over-all program. Canadian men and women engaged directly in war production or in ancillary industries still total well over 1,000,000, a bare few thousands below the 1943 peak. The Department of Munitions and Supply has awarded nearly \$10,000,000,000 worth of contracts since its inception. A large proportion of these orders is still unfilled, and requisitions for additional weapons and supplies are put through every day.

With almost \$1,000,000,000 worth of new plants and equipment, with war orders on hand totalling several hundred million dollars, with a large share of production commitments under the mutual aid plan, Canada remains one of the important cogs in the machinery of allied production. Certainly in proportion to its population, resources and productive facilities, Canada's industrial war effort is unexcelled by that of any other country.





# Facts and Figures



## NAVY

Present strength.....	more than 80,000
	(W.R.C.N.S. included)
Pre-war strength.....	more than 1,700

**T**HE Royal Canadian Navy is expanding steadily from a largely protective force to a balanced navy with heavy striking power.

In January one Fleet class destroyer was commissioned with an all-Canadian crew after being refitted and converted for convoy escort and anti-submarine duties. Another will be similarly commissioned shortly to bring to six the number of used destroyers provided by the United Kingdom within a year. The first four were of the River class.

Built in 1936, the Fleet destroyer, H.M.C.S. *Chaudiere*, has been strengthened against ice conditions and provided with the latest anti-submarine equipment. It has torpedo tubes, depth charge throwers, an anti-aircraft battery and 4.7 gun mountings.

Within several months two new medium cruisers of the most modern type will be given to Canada by the United Kingdom as "mutual aid in reverse." For considerable time Canadian naval officers and ratings have been in training with the Royal

Navy for cruiser operation so they can man the cruisers when they are delivered.

In addition, two Royal Navy escort aircraft carriers will be manned by Canadian officers and seamen, although the aircraft and their operational crews probably will be provided by the United Kingdom. The carriers will remain Royal Navy ships, while the cruisers and destroyers will become units of the Canadian Navy.

The two carriers are expected to begin convoy escort duties in the Atlantic in a few months and later may go to the Pacific. Pacific naval facilities at Esquimalt and Prince Rupert, British Columbia, are being improved, and new machine shops are being established at Esquimalt.

Besides the escort destroyers which the Royal Navy has placed at the disposal of the Canadian Navy, four new R.C.N. Tribal class destroyers, the largest, fastest and most powerful afloat, are operating with United Nations sea units. Eventually Canada will have a flotilla of eight Tribal class destroyers. The four already at sea were built in United Kingdom yards. The other four are being built in Canada.

The R.C.N. now has more than 250 combat ships and more than 450 ships of other classes—a total of more than 700. Before the war it had only 15. Its quota for naval personnel, set roughly at 80,000, probably will be reached by March 31, 1944.

No navy of modern times has equalled the rate of expansion of the Canadian Navy. In this war it has become a naval power third in strength among the United Nations.

In line with this growing strength and with the expanding functions of the navy, Canada in January sent Vice-Admiral Percy W. Nelles, chief of the naval staff, to the United Kingdom as senior Canadian flag officer there, a new rank. This step followed closely the appointment of Lieutenant-General Kenneth Stuart, chief of the army general staff, to the new permanent post of chief of staff at Canadian military headquarters in London, and the transfer of Air Marshal L. S. Breadner, chief of the air staff, to the post of air officer commanding-in-chief, Royal Canadian Air Force Overseas. Air Marshal Breadner is responsible to the minister of national defence for air directly



and not through the chief of the air staff.

Navy Minister Macdonald commented:

"The sending of Admiral Nelles, General Stuart and Air Marshal Breadner to the United Kingdom is a sign that we mean business over there."

The shifts were arranged in view of the preparations being made in the United Kingdom for an invasion of Europe from the west. The navy felt that the senior Canadian naval officer in the United Kingdom should be

an officer of high rank. Admiral Nelles will remain senior ranking naval officer and will have general oversight of Canadian naval forces overseas, although he will not be in command of them, for Canadian units will be intermingled with other allied forces.

Rear Admiral George C. Jones, vice-chief of the naval staff, was appointed chief to succeed Admiral Nelles.

*Operations of the Women's Royal Canadian Naval Service are described under "Women," page 25.*

## CANADIAN MERCHANT SEAMEN

Certified to date in central registry, Ottawa.....	44,498
Merchant seamen's identification certificates issued (required by any seamen going outside Canada, including the United States).....	29,083
Merchant Navy badges issued (only to seamen who have been casualties of enemy action or who have operated in "dangerous" waters for three months)...	4,141
Serving on vessels of Canadian registry listed as missing and presumed dead.....	660
Known to be prisoners of war.....	145
Claims paid by Department of Transport for loss of effects by Canadian merchant seamen due to enemy action.....	1,099
Dependents of Canadian merchant seamen being paid death pensions by the Canadian Pension Commission.....	618
Disability pensions being paid to Canadian merchant seamen by the Canadian Pension Commission.....	34
Persons benefiting by merchant seamen pensions (not including detention allowance for prisoners of war):	
Adults.....	408
Children.....	244
	652

# ARMY

Present strength.....	more than 465,000 (C.W.A.C. not included)
Pre-war strength.....	more than 4,500



**T**HE great wartime expansion of the Canadian Army has taken place around the small pre-war nucleus of 4,500 permanent force men.

The army overseas is made up of two corps composed of three infantry divisions, two armored divisions and two independent armored brigades, besides large numbers of ancillary or corps troops.

Canadian units have fought throughout the campaigns in Sicily and Italy as a part of the British Eighth Army. They suffered heavy casualties in the successful battle for Ortona, eastern anchor of the German defence line across Italy, in which they had an important role. Those units now in Italy are operating as a corps under Canadian command. Canadian land forces also will form a part of a group of armies under General Sir Bernard Montgomery, former commander of the Eighth Army, when Europe is invaded from the west. Thus the Canadians, when fully en-

gaged, will be fighting on two fronts.

The army comprises general service personnel, available for service anywhere in the world, and troops called up under the National Resources Mobilization Act for compulsory service in Canada and its territorial waters. By order-in-council these N.R. M.A. men may be despatched to areas outside Canada. Such troops formed a large proportion of the Canadian contingent which joined with United States forces in occupying the Aleutian island of Kiska in August, 1943. The Canadians returned to Canada in January.

The army in Canada includes units of a composite formation of three brigade groups, each capable of operating independently; units engaged in coast defence and other operational duties, and overseas reinforcements undergoing advanced training in training centres and in a training brigade group in eastern Canada. The army in

Canada has concentrated on training reinforcements for the overseas army and on providing defence forces for Canada so long as there is any threat of possible attack on the North American continent.

By September, 1943, the expansion stage of the home defence forces had been passed. The changing picture of the war made possible a reorganization of the army in Canada designed to free more men for overseas service and to reduce the number of operational troops at home.

Thus from September to the end of 1943 more than 10,000 of all ranks were discharged. This number included more than 350 officers who returned to civil life because of age or medical category or because no suitable employment was available for them in their rank.

It was intended originally that under the reorganization the establishment for operational troops in North America should be reduced by about 20,000. The reorganization is continuing.

Men up to the overseas medical standards for operational duties are not being discharged, and only in exceptional cases

when they can make a better contribution to the war effort in a civilian capacity are any fit men discharged.

Men of too low category for operational duties are being absorbed so far as required in less active posts in Canada for which they might be suitable; but all personnel not of category suitable for operational duties who are not required for less active posts are being discharged to resume civilian occupations and thus improve the manpower situation for essential civilian activities.

The result of this policy is that all men fit for operational duties overseas are retained in the army and that a considerable number of lower category personnel are released and enabled to assume civilian occupations and supplement available manpower.

In the case of officers, the policy is to replace the older ones gradually, as younger, properly qualified and experienced officers become available to take their places.

*The operations of the Canadian Women's Army Corps are described under "Women," page 25.*



# AIR FORCE

Present strength.....more than 200,000  
(Women's Division included)  
Pre-war strength.....more than 4,000



**T**HE Royal Canadian Air Force has three objectives:

1. To administer the British Commonwealth Air Training Plan.
2. To maintain and supplement the air force overseas.
3. To provide for the aerial defence of Canada and to combat enemy submarines from the Atlantic and Pacific coasts.

In the four war years the R.C.A.F. has expanded from a force of little importance to the fourth greatest air power among the United Nations and fifth in the world.

There are 36 R.C.A.F. squadrons in the United Kingdom, but for every Canadian in them there are about 10 other Canadians in the Royal Air Force. Thus while R.C.A.F. units participate in every major operation originated by the R.A.F., members of the R.C.A.F. comprise a very large number of the crews in virtually every raid by the R.A.F. With the exception of radio mechanics, nearly all R.C.

A.F. ground crew serve with the R.C.A.F.

The first R.C.A.F. unit sent overseas was an army co-operation squadron which reached England in February, 1940. A fighter squadron arrived the next June, and these fliers helped turn the course of the war in the victorious Battle of Britain.

When the Germans in North Africa were driving on Cairo and then when they were reeling back again, R.C.A.F. personnel fought side by side with the R.A.F., first on the defensive and later on the offensive.

For a long time R.C.A.F. squadrons have been participating in the great air attacks on Germany and German-held territory. In one raid on Hamburg alone they dropped five times the tonnage of bombs ever dropped on London in a single raid.

At least nine R.C.A.F. squadrons were included in the striking force which dropped 2,000 tons of bombs in an attack on Magdeburg early in 1944.

In the Berlin attack on the night of January 20-21, 1944, the R.C.A.F. bomber group sent more planes than it had ever sent before on a single operation. These planes dropped the heaviest weight of bombs up to that time.

The Canadians, too, are adept at "nuisance" raids in which from low levels and at tremendous speeds they blast locomotives, freight cars and railway junctions.

From North Africa, from Sicily and from bases in Italy itself, the R.C.A.F. has been hammering the Axis forces in Italy.

R.C.A.F. fliers had a share in the successful Battle of Malta.

Through the vigilance of R.C.A.F. airmen based in Ceylon that British outpost was saved from a Japanese raid, and in Burma today R.C.A.F. fliers are helping to harass the Japanese entrenched in the jungles there.

The R.C.A.F. issued its first communique of the war in 1942, long after it had assumed an active role in the conflict. On January 1, 1943, an R.C.A.F. bomber group was formed in the United Kingdom, and on February 8, 1943, the formation of an army co-operation wing com-

prising three squadrons of Mustangs was announced.

Two of these squadrons received their baptism of fire in the attack on Dieppe on August 19, 1942, and from their experience a new phase of operational flying was developed. Each pilot spent a month with various army units, studying infantry, tank and artillery tactics before going out on low-level reconnaissance raids.

Thus from the army co-operation wing have grown Canada's tactical air units. When the United Nations armies storm across the English Channel in the great offensive that will carry them to Berlin, Canada's airmen will be co-operating effectively with them.

The R.C.A.F. now is awarding an operational wing to members of air crew who complete a tour of operations (30 operational flights) against the enemy and an additional bar for each additional tour. Air crew operating both in Canada and overseas may qualify for the award.

Canada bears the entire cost of pay, allowances, maintenance and equipment of all R.C.A.F. squadrons operating overseas and the pay, allowances and

maintenance of all R.C.A.F. personnel in the R.A.F.

The R.C.A.F. squadrons engage in all kinds of aerial warfare and fly all types of planes. One of the most recent developments was the formation in November, 1943, of a squadron of night-fighting Mosquito planes.

A later project, one of the most ambitious ever attempted by the R.C.A.F., was a new overseas mail squadron which operates a 7,500-mile air line for Canada's three armed services.

Approximately 1,400,000 letters from servicemen were brought back to Canada on the first return flight of this squadron. They were delivered on an average of eight days after being mailed overseas.

While the diminished threat of air attack on the North Amer-

ican continent has made possible a shifting of some Canadian defence squadrons overseas, aerial operations in Canada have not suffered as a result.

Convoy patrol and anti-submarine activity remain the most important duties of the air force's home war establishment.

Favorable war developments have prompted disbandment of the aircraft detection corps in Ontario, Manitoba and western Quebec and the release of more than 9,000 civilian observers. Some 20,000 observers in eastern Canada, western Canada, Newfoundland and the Hudson Bay and Hudson Strait areas are not affected.

*Operations of the R.C.A.F. (Women's Division) are described under "Women," page 25.*



## BRITISH COMMONWEALTH AIR TRAINING PLAN

AS city after city in Germany is being reduced to ruins by aerial assault, Canadian participation and to some extent Royal Air Force participation reflect the growth and achievements of

the British Commonwealth Air Training Plan.

This plan entered its fifth year on December 17, 1943. Fully developed by then, it had advanced well beyond its experimental



and rapid-expansion stages. For many months now it has been possible for the plan to concentrate on meeting the demands of the war fronts for trained air crew. This situation will continue.

Joint enterprise of the Canadian, Australian, New Zealand and United Kingdom governments, the B.C.A.T.P. is based on a proposal made on September 26, 1939, to set up a common air-training system. The proposal was accepted in principle by the Canadian government on September 28. The first agreement was signed on December 17, 1939, the same day the first contingent of the Canadian Army landed in the United Kingdom.

Development of the plan during the four war years has been as follows:

1940—Organization. The first graduates went overseas in November.

1941—Construction and expansion. The slow trickle of air crew graduates overseas grew in volume. The last school in the original program opened in December, five months ahead of schedule.

1942—Further expansion and consolidation of Royal Air Force and Royal Canadian Air Force schools in Canada, with tremendously increased capacity and production.

1943—Almost full production. The total of air crew graduates exceeded 50,000 early in the year, and the monthly production of trained air crew became equal to twice the number of fliers who won the Battle of Britain. The trickle of graduates overseas swelled to a mighty stream.

So impressive has been the success of the plan that Canada has been referred to as "the airdrome of democracy." The R.C.A.F. is responsible for administration of the B.C.A.T.P. and for provision of its instructors.

There were only 169 pupils in the first classes—50 pilots, 44 observers and 75 wireless operators. However, air schools and flying stations sprang up all over Canada until 154 were in operation, more than twice as many as the 74 originally estimated as being required for the program.

Ten thousand training planes flew an average of 2,000,000 miles daily to produce the still expanding force of 50,000 air-crew graduates—enough to man 15,000 combat aircraft. More than 80,000 men have had special training in ground crew trades.

Besides Canadians, Australians, New Zealanders and Britons being trained under the plan, there are Belgians, Czechs, Netherlands, Newfoundland-

ers, Norwegians, Poles and men from the United States. More than 60% of the graduates, however, are Canadians.

All the schools of the plan were to be in operation during 1942. On December 15, 1941, two days before its second anniversary, the final school was opened.

Under the original agreement Canada was to pay more than \$600,000,000 of the total \$900,000,000 the plan was to cost, and it was intended to continue only until March 31, 1943. The success of the undertaking

prompted the participating countries to sign a new agreement on June 5, 1942, to extend its operation to March 31, 1945, and to enlarge it considerably.

Canada is paying half the estimated cost of \$1,500,000,000, and the United Kingdom is paying the remainder, less deductions representing payments by New Zealand and Australia for the cost of training air crew. The United Kingdom already has paid much of its share in the form of planes and other equipment needed for the great undertaking.



Highest award for gallantry in action against the enemy won by a member of the R.C.A.F. in this war is the Distinguished Service Order. Twelve R.C.A.F. men hold the D.S.O. Of these, Wing Commander Lloyd V. Chadburn, 24, of Aurora and Oshawa, Ontario, is the first to be awarded a bar to the decoration. He is commander of an R.C.A.F. Spitfire fighter wing overseas and also has won the Distinguished Flying Cross. The citation on the award of the bar to his D.S.O. follows:

"Since being awarded the D.S.O. he has led his formation in a large number of sorties during which 23 enemy aircraft have been destroyed and many others damaged. Wing Commander Chadburn shot down six of this total himself. Much of the great success achieved during the period can be attributed to this officer's sterling qualities."





## WOMEN



**A**LTHOUGH not in uniform, a great army of Canadian women has been resolutely and quietly working toward the cause of allied victory. The actual number and their hours of work cannot be estimated, but the results are everywhere apparent. Whenever and wherever the home front needs organization for national drives, for civilian defence or for any other of a hundred services, the women of the voluntary ranks are on hand.

Most of these "home soldiers" belong to some voluntary service already functioning. Others do not. The women's voluntary services division of the Department of National War Services was set up by order-in-council in 1941 to encourage the organization of voluntary services on a community basis, in order that the efforts of all the women of

Canada could best be used for the needs of the community and the furtherance of the nation's welfare.

Each local W.V.S. is a centre which, while it does not aim to carry through projects itself, services existing organizations with carefully selected volunteers. It also gives opportunity to any woman to find out what she can do best in voluntary work and to register for it. It is not intended to displace existing groups, but to reinforce those organizations when they require a great number of workers and to stimulate interest in larger patriotic and community projects. In areas where no community organization exists W.V.S. may step in to initiate such projects until a local group is established to take responsibility.



W.V.S. has been called on by many national organizations to supply volunteers for such work as war savings drives, issuing of ration books, operation of magazine depots, salvage work, home entertaining for war workers and armed forces personnel, nutrition education, civilian defence, victory garden surveys, price control and promotion of general health. Through the W.V.S. ideas are exchanged and techniques improved. New volunteers constantly are being enrolled for service.

Under the W.V.S. organization a block plan has been instituted in most urban districts to utilize more efficiently the volunteer effort of the women of Canada. A "block," under the direction of a block leader, consists of from 10 to 20 families living in the same community. This is a breakdown of the larger "sector" group of approximately 300 families and of the still larger "zone." Where there already is a well-defined civil defence service, the block plan usually follows that pattern rather than duplicate it with further community zoning.

This plan, basic in W.V.S. organization, aims to mobilize

every home and every householder. It provides the framework whereby information can be disseminated with the least amount of overlapping and at the same time maintain maximum personal contact. Such a system has post-war possibilities for providing machinery for a more vital community life.

In the organization of war-time day nurseries Canadian women also have risen to the emergency. The operation of government-sponsored nurseries and day care centres has enabled 1,447 skilled married women to engage in essential war industries. Otherwise they probably would have been unable to leave their children. A total of 2,096 children are receiving care under the combined plan of nurseries and school centres in Ontario and Quebec, where 25 day nurseries are functioning.

The day nursery scheme was inaugurated in July, 1942, when a Dominion-provincial equal-cost agreement was drawn up. To date Ontario, Quebec and Alberta have signed. All nurseries operated by provincial governments must conform to federal standards in the matter of health, nutrition, education,

equipment and staff before they are approved.

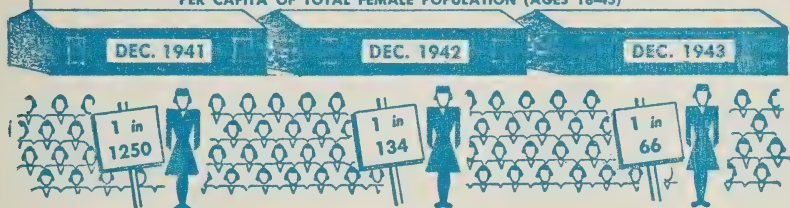
Wherever possible the nurseries are operating in residential districts rather than near factories. They are housed in church rooms, community halls and vacant school rooms. The chief requirement is ample space, indoors and out, for the activi-

ties of children from two to six years. Constant supervision and meals are provided for 40 to 50 children in charge of competent supervisors. A daily uniform schedule is adhered to with regular periods for sleep, lunch and play. Experts supervise the carefully planned and nutritious diet.



## WOMEN IN ARMED FORCES

PER CAPITA OF TOTAL FEMALE POPULATION (AGES 18-45)



*Inaugurated*

*Service*

*Enlistments to  
January, 1944*

June, 1942...	Women's Royal Canadian Naval Service	more than	4,562
August, 1941...	Canadian Women's Army Corps	" "	16,200
July, 1941...	Royal Canadian Air Force (Women's Division)	" "	16,405
	Nursing services		2,742
	Women doctors in the armed services		39
Total		more than	39,948

In January, as a result of increased accommodation, the Women's Royal Canadian Naval Service announced a stepped-up enrolment of applicants and also forecast the opening of several

categories to recruits for the near future. For the last several months the service has been accepting only recruits in the domestic categories, that is, cooks, stewards and laundry

assistants. Each month from now on more than 150 probationary Wrens will be called up to H.M.C.S. *Conestoga* at Galt, Ontario, for the new lengthened training course which will take eight weeks instead of four.

More interesting and responsible jobs are being taken over continually by Wrens. A Wren is the first woman member of trials parties going aboard new ships with acceptance officers for the inspection of equipment and trial runs before they are accepted by the navy; a Wren officer who recently graduated from a male officers' accounting course has become the first woman accountant officer in charge of a ship's office; a recent class of 12 officers was graduated from the signals school at St. Hyacinthe, Quebec, where for months they studied highly technical signalling devices and secret naval trades; another carefully selected group is taking a plotters' course at Naval Service headquarters, Ottawa, where such intricacies as ship recognition, convoy plotting, basic knowledge of "radar" and "asdic," nautical measurements and naval signals are being studied.

Close attention to the plans for rehabilitation of navy person-

nel is being paid by W.R.C.N.S. officers who are working closely with officials of the navy.

Surveys of post-war plans for most Wrens revealed that the majority of women in the navy expect to marry; many are content to return to their former jobs, and others will take advantage of new trades and courses now being learned in the W.R.C.N.S. Still others will take the opportunity provided by the Department of Pensions and National Health of returning to university to complete work for degrees or to do graduate work.

The Canadian Women's Army Corps is beginning a further course of regimental training at No. 1 C.W.A.C. advanced training centre, Ste. Anne de Bellevue, Quebec. Of 30 days' duration, the course will feature training in administration and organization.

A C.W.A.C. major is the only woman lawyer in the service employed in the office of the judge advocate-general at National Defence headquarters in Ottawa.

The well rounded educational and recreational program organized for the C.W.A.C. personnel is continuing with especial



emphasis on post-war studies and discussion groups so they may leave the service with a knowledge of world affairs and an increased sense of citizenship.

The Women's Division of the Royal Canadian Air Force is maintaining its role on operational stations of the R.C.A.F. both in Canada and the United Kingdom. Members of the division are also serving in Newfoundland, the Bahamas and at three posts in the United States. Personnel is largely Canadian, but there are "W.D.'s" representing England, the United States, China, Uruguay, Argentina, Bermuda, Jamaica and the Barbados.

Airwomen have taken over many trades to release men for active duty. Three of the newest are the highly technical trades of radio telephony, flight control and camera obscura which demand great accuracy and precision.

On all stations airwomen who have qualified in their trades and are performing their duties on full-time shifts are beginning to augment their service routine with a well planned program of off-duty activities. Some are

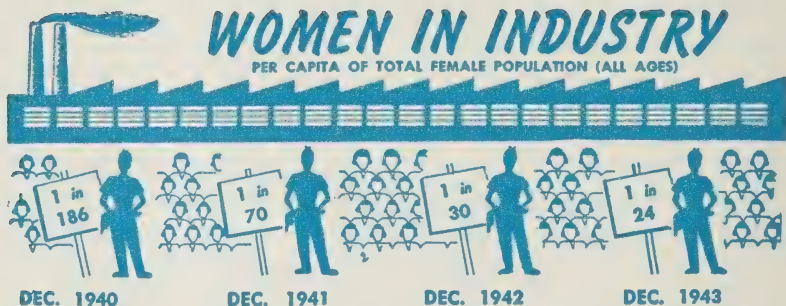
continuing university studies by extra-mural courses, and many are taking the Canadian Legion courses in languages and high school subjects. Handicrafts courses are popular and include weaving, sewing, leather tooling and dress design. At some stations music appreciation and art classes flourish. Organized sports—basketball, softball, hockey and badminton—help maintain the healthful balance of work and play.

In January the largest single unit of the Women's Division, the Princess Alice barracks in Ottawa, was opened officially.

By January 2,742 Canadian women were enlisted in nursing services uniforms. There were 2,166 in the Royal Canadian Army Medical Corps, 234 in the Royal Canadian Navy nursing service and 342 in the Royal Canadian Air Force. These include nursing sisters, physiotherapy aides, occupational therapists, dietitians, home sisters.

There are 39 doctors in the armed services, four in the navy, 23 in the army and 12 in the air force.

Set up in July, 1940, to supplement the number of trained



industrial workers, the war emergency training program of the Department of Labour had enrolled a total of 45,221 women by January, 1944. In January 432 were in training in full-time industrial classes and 190 in part-

time classes. In plant schools 715 women were taking full-time classes, and 387 were in part-time classes. This made a total of 1,724 enrolled in 152 plant and industrial training centre schools by January.



*When Hon. Leighton McCarthy presented his letters of credence to President Roosevelt on the occasion of being elevated from the rank of minister to the United States to ambassador, this message was sent to him by Prime Minister King:*

"The honor which falls to you today is one in which the whole of Canada will wish to share. It is a crowning touch upon the strong ties of friendship and understanding which Canada has so long enjoyed with the United States. It is a mark of the emergence of Canada as a world power of major rank. Today's ceremony will also, as I hope, build a firmer basis of understanding and co-operation upon which the efforts of both our countries may be directed ever more vigorously until the war has been won, and with increasing usefulness in the days of peace."

# POST-WAR PLANNING



**W**HEN Parliament reassembled on January 27, 1944, it was assured that the winning of the war remains the first of all objectives. Government policies will continue to be shaped with that in view, stated the speech from the throne. As the primary duty of government and people is to concentrate on the prosecution of the war, there must be no diversion from this task and no relaxation of the war effort until the enemy is defeated both in Europe and Asia, the speech said.

In order, however, to be in a position to meet post-war problems, certain proposals will be presented to Parliament for approval. Under external policy these aim at world security and general prosperity; under domestic policy at social security and human welfare. The proposals are:

## EXTERNAL POLICY

*1. Extension of the principle of mutual aid in order to provide for relief as well as for materials of war.*

Canada's United Nations Mu-

tual Aid Act, passed in May, 1943, provides for the distribution of Canadian war equipment, raw materials and foodstuffs to the United Nations during the fiscal year ending March 31, 1944, to the value of \$1,000,000,000 on the basis of strategic need.

As occupied countries are liberated from the enemy, it will be necessary to provide for the relief of destitute populations and for the rehabilitation of devastated areas. Canada is one of the chief supplying nations of the world. It was one of the 44 nations which established the United Nations Relief and Rehabilitation Administration in November, 1943, and it heads UNRRA's supply committee.

The revival of world trade and prosperity after the war will depend on the speedy recovery of the occupied countries. During the period of transition, the provision of international relief will help to maintain full employment of Canadian manpower and resources.

*2. Continued exploration with other countries as*



*rapidly as possible of the arrangements required to restore and expand world trade after the war.*

Export markets are essential to the efficient employment of vast numbers of Canadians, and larger imports are needed to raise their standard of living.

***3. Participation in the establishment of an international organization to further national security through international co-operation.***

The government believes that the time has come when all the nations now united in the common purpose of winning the war should seek unitedly to ensure an enduring peace; also that the dangers of future aggression can be removed and world security attained only by a general international organization of peace-loving nations.

**DOMESTIC POLICY**

***4. Provision of war service gratuities for all who have served in the armed forces and of measures to supplement the existing rehabilitation program.***

A broad program has already been developed for the re-establishment of veterans of the

present war and for the care of disabled veterans and the dependents of servicemen and merchant seamen.

***5. Establishment of an industrial development bank as a subsidiary of the Bank of Canada.***

This would be to assist in the conversion of war plants to peacetime uses and in the development of small and medium-scale industrial enterprises by the provision of additional credit facilities for both fixed and working capital. It is proposed also to encourage expenditures on development work by tax modifications in preparation for the transition of industry from war to peace. Suitable peacetime uses for war plants are being sought, and plans are being made for their speedy conversion.

***6. Provision for the insurance or guarantee of export credits.***

This would be to assist in developing post-war export markets for primary and secondary industries. Steps also are being taken to expand the trade commissioner service abroad.

***7. Provision to expand re-***

*search activities to find new uses of natural resources.*

***8. A measure to amend and supplement existing housing legislation.***

This would be in connection with the government's belief that programs of national and regional development, including housing and community planning, are required for the maintenance of full employment in the period of transition from war to peace—these together with conversion of war industries, enlargement of markets at home and abroad and intensified research.

***9. Provision for family allowances.***

These would be to aid in ensuring a minimum of well-being to children of the nation and to help gain for them a closer approach to equality of opportunity.

Such allowances would be but one phase of a national minimum of social security and human welfare, plans for the establishment of which the government feels should be advanced as rapidly as possible.

Such a national minimum contemplates useful employment for

all who are willing to work; standards of nutrition and housing adequate to ensure the health of the whole population; and social insurance against privation resulting from unemployment, accident, death of the bread-winner, ill health and old age.

A considerable measure of social security is already provided under federal and provincial legislation, but the working out of a comprehensive national scheme, in which federal and provincial activities will be integrated and which will include nation-wide health insurance, will require further consultation and close co-operation with the provinces.

When suitable agreements are reached with the provinces, the government will be prepared to recommend measures to provide for federal assistance in a nation-wide system of health insurance, and for a national scheme of contributory old age pensions on a more generous basis than that at present in operation.

***10. Establishment of three new departments of government:***

**Veterans' Affairs**—to have

charge of the rehabilitation and re-establishment in civil life of men and women in the armed forces and the administration of veterans' pensions and allowances.

**Reconstruction**—to promote and co-ordinate planning for national development and post-war employment in the reconversion of the economic life of the nation from a wartime to a peacetime basis.

**Social Welfare**—to organize and to assist in administering activities of the federal govern-

ment in the fields of health and social insurance.

### ***11. Provision for a price floor for staple farm products.***

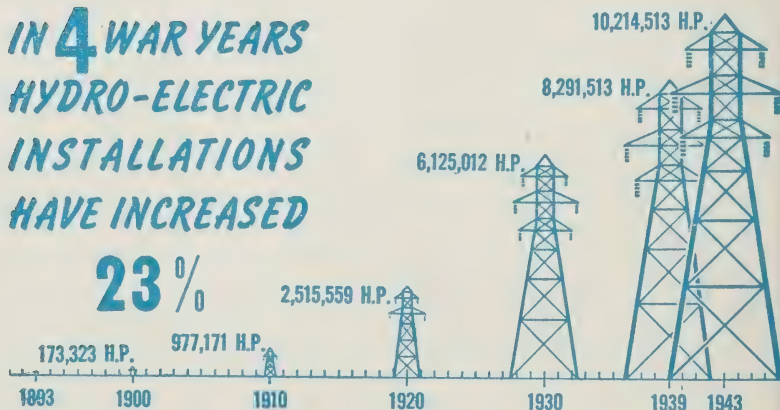
This would be to ensure economic stability for agriculture.

Underlying efforts for the winning of the war and the solution of post-war problems is the necessity of preventing the inflationary effects of war. The government believes that to prevent inflation and to safeguard a basic standard of living it remains necessary to maintain the price ceiling and stabilization of wages and salaries.



**IN 4 WAR YEARS  
HYDRO-ELECTRIC  
INSTALLATIONS  
HAVE INCREASED**

**23%**





# SALVAGE

*"Canada has benefited enormously by the voluntary, unselfish devotion of . . . salvage-minded individuals . . . striving earnestly, and not without their occasional failures and disappointments, in an urgent war-winning work that everyone of us knows to be a tedious job at best."*

HON. L. R. LAFLECHE, *Minister of National War Services.*

## A. SALVAGE NEEDED:

MATERIALS	VARIETIES	SOME WARTIME USES
1. <i>Waste Paper</i> —most urgently needed (minimum requirement 20,000 tons a month)	Newsprint Cardboard Kraft Coated catalogue Corrugated Magazine	a. Paper parachutes strong enough to convey food and supplies. b. Fibre paint cans. c. Treated electrical conduits to replace metal and wood. d. Containers for blood plasma, emergency rations, dehydrated foods, gas masks, medical kits, ack-ack shells, airplane propellers, bombs, grenades, etc. e. Treated containers to hold high volatile solvents such as naphtha and benzine. f. Cartons to be thrown overboard in landing operations.
2. <i>Rags</i> —second in demand only to paper	Cotton Woollen	a. For grease wipers in war factories and airplane service depots. b. Woollen rags to be reworked into much-needed usable cloth.
3. <i>Fats and Bones</i>	Used cooking fats of all kinds Scrap fats and bones	To produce glycerine for war purposes.

## B. SALVAGE COLLECTED from MAY 1, 1941, to DECEMBER 31, 1943:

PROVINCE	MATERIALS MARKETED (LBS.)	LBS. PER 1,000 POPULATION
Prince Edward Island . . . . .	2,708,882	28,514
Nova Scotia . . . . .	10,620,911	18,375
New Brunswick . . . . .	9,973,049	21,822
Quebec . . . . .	72,897,570	21,878
Ontario . . . . .	239,873,693	63,325
Manitoba . . . . .	46,471,041	63,659
Saskatchewan . . . . .	18,940,381	21,138
Alberta . . . . .	25,810,775	32,425
British Columbia . . . . .	30,908,204	37,785
<b>TOTAL . . . . .</b>	<b>458,204,506</b>	<b>Av. 39,878</b>

# HOW CANADA'S EXPORTS HAVE EXPANDED\*



	1939	1940	1941	1942	1943	1943 Percentage Increase Over 1939
(MILLIONS OF DOLLARS)						
<b>TOTAL DOMESTIC EXPORTS</b> (EXCLUDING GOLD)	924.9	1,179.0	1,621.0	2,363.8	2,971.7	321.3
<b>MOTOR VEHICLES AND PARTS</b> (INCLUDING GUN CARRIERS AND TANKS)	25.9	55.6	153.7	328.3	472.0	1,722.4
<b>CARTRIDGES AND SHELLS</b>	.8	12.3	41.9	300.4	353.8	44,128.0
<b>NON-FERROUS METALS</b>	182.9	194.7	244.0	308.9	332.7	81.9
<b>WHEAT</b>	109.0	119.3	161.9	121.8	234.4	118.0
<b>NEWSPRINT</b>	115.7	151.4	154.4	141.1	144.7	25.1
<b>GUNS</b>	.0	2.7	13.0	73.7	143.9	—
<b>BACON</b>	32.7	58.8	77.3	100.6	116.2	253.4
<b>WOOD PULP</b>	31.0	60.9	85.9	95.3	100.1	222.9
<b>SHIPS</b>	.3	.1	2.0	106.8	82.9	16,480.0
<b>PLANKS AND BOARDS</b>	48.8	67.7	74.2	80.1	74.1	51.8
<b>CHEMICALS AND PRODUCTS</b> (EXCLUDING EXPLOSIVES)	23.7	28.4	38.5	53.0	69.2	192.0
<b>FLOUR</b>	16.4	26.4	44.8	45.8	66.3	304.3
<b>NON-METALLIC MINERALS</b>	29.3	33.8	45.2	56.6	62.2	112.3
<b>CANADIAN ARMY AND NAVY STORES</b>	.0	2.3	40.3	55.1	48.7	—
<b>AIRCRAFT AND PARTS</b>	.4	6.0	20.2	27.0	44.7	11,075.0
<b>CHEESE</b>	12.2	15.7	13.6	26.9	26.8	119.7
<b>PIGS, INGOTS, BLOOMS, BILLETS</b>	5.2	12.9	21.8	20.5	21.9	821.3
<b>PULPWOOD</b>	11.9	12.5	15.9	20.3	18.6	56.3
<b>CANNED FISH</b>	9.3	9.8	16.4	20.0	18.4	97.8
<b>EXPLOSIVES</b>	.6	2.8	20.2	24.3	17.2	2,766.7
<b>EGGS</b>	.3	2.8	4.2	9.8	14.7	4,800.0
<b>PROCESSED MILK</b>	3.3	4.3	7.2	6.3	5.2	57.6

\* The items listed comprise about 83% of the total value of domestic exports during 1943.

## EXPORTS AT PEAK

CANADA'S domestic exports reached their highest value in history in 1943. Excluding gold, they amounted to more than \$2,971,700,000; gold included, they totalled \$3,111,500,000. Exports of goods imported from other countries added another \$29,900,000. Thus commodities were exported exclusive of gold at the rate of \$250,000,000 a month or about \$10,000,000 each working day.

The domestic exports in 1943 were 221.3% greater than in 1939. This was largely a result of the nation's greatly increased

war production, which reached its peak in 1943. More than 70% of the exports comprised materials used directly in the war.

While the great bulk of the exports went to the United Kingdom and the United States, there were also enormous shipments to the Middle East and Far East war zones, and munitions sent to the Soviet Union were of unprecedented value.

Commodities which are exported in quantity in peacetime as well as in wartime have been exported in increasing volume as follows:

	1939	1943	Increase
Food (wheat, flour, canned fish, bacon, cheese, processed milk, eggs) . . .	\$183,000,000	\$482,000,000	163.4%
Forest products (lumber, pulpwood, wood pulp, newsprint) . . . . .	207,000,000	341,000,000	64.7%
Strategic non-ferrous metals (aluminum, copper, nickel, lead, zinc) . . . . .	183,000,000	333,000,000	81.9%
Chemical products (including explosives) . . .	24,000,000	86,000,000	255.5%
Non-metallic metals and products (asbestos, abrasives, petroleum products, coal) . . . . .	29,000,000	62,000,000	112.3%

Increases in exports of those finished articles required for the special needs of war have been even greater. The favorable balance of commodity trade for

1943 exceeded \$1,350,000,000, more than 12 times the favorable balance of commodity trade in 1940, when it was \$111,000,000.



# JANUARY HIGHLIGHTS

- Jan. 3. C. J. Burchell, Canadian high commissioner to Newfoundland, succeeds Dr. Henry Laureys as high commissioner to South Africa. Dr. Laureys returns to Canada.

Aircraft detection corps in Ontario, Manitoba and western Quebec disbanded, and 9,000 civilian observers released.

- Jan. 5. Cost-of-living index for December drops to 119.3 from 119.4 in November.

- Jan. 7. Mr. Justice Rinfret succeeds Sir Lyman Duff as chief justice of Canada.

- Jan. 12. Hon. Leighton McCarthy, first Canadian ambassador, presents letters of credence to President Roosevelt.

Arrangements completed for shipment to India at early date of part of 100,000 tons of gift wheat.

- Jan. 17. Rationing of canned salmon effective.

- Jan. 18. Former steamship *Prince Robert* refitted to become Canada's first anti-aircraft auxiliary cruiser.

- Jan. 20. Canadian minister to Brazil, Jean Desy, presents letters of credence as ambassador.

- Jan. 21. Establishment of Industrial Production Co-operation Board provided to promote and encourage formation of labor-management committees in war industries.

- Jan. 22. Major-General G. P. Vanier received by General De Gaulle in Algiers as representative of Canada to French Committee of National Liberation with personal rank of ambassador.

- Jan. 23. Twenty-five Jewish families leave Lisbon for Canada in first organized movement of European refugees to Canada during war.

- Jan. 26. Ration coupons for jam, jelly, syrup, canned fruit, etc., to be worth double their quantity value.

Fourth session of Canada's 19th Parliament prorogued.

- Jan. 27. Fifth session of 19th Parliament opened.

All Canadian units on Kiska in the Aleutian Islands return to Canada.

- Jan. 28. Lieutenant-General H. D. G. Crerar commands Canadian corps forming part of British Eighth Army in Italy.

Government takes over radium mining and refining properties of Eldorado Mining and Refining Limited.

- Jan. 29. Mexico and Peru to exchange diplomatic missions with Canada.

- Jan. 31. Major-General Guy Simonds promoted to acting lieutenant-general and named to command of Canadian corps.

# CANADA



**Area**—3,694,863 square miles.

**Population**—11,500,000.

**Capital**—Ottawa.

**Provinces**—Prince Edward Island, Nova Scotia, New Brunswick, Quebec, Ontario, Manitoba, Saskatchewan, Alberta, British Columbia.

**Form of Government**—Since the passing of the Statute of Westminster of 1931, Canada has been a fully self-governing nation, freely associated with other members of the British Commonwealth of Nations and united with them by a common allegiance to the Crown. The actual government of Canada consists of the **Prime Minister** and the other members of the **Cabinet**, who are appointed by the **Governor-General**, the personal representative of the Crown, on the Prime Minister's recommendation. All the members of the Cabinet are members of one of the Houses of Parliament, usually the **House of Commons**. The Cabinet is responsible to the House of Commons and must have the confidence of that House. The upper house, the **Senate**, has 96 members appointed for life by the Governor-General on the recommendation of the Government. The House of Commons has 245 members, elected by popular vote. The present Prime Minister is the Rt. Hon. W. L. Mackenzie King. Legislative jurisdiction is divided between the provincial legislatures and the federal Parliament.

**Declarations of War**—September 10, 1939, Germany; June 10, 1940, Italy; December 7, 1941, Finland, Rumania, Hungary, Japan.

**Trade**—Canada produces large surpluses of many agricultural, forest and mineral products and of hydro-electric power as well as of war production. Total trade (excluding gold): 1933, \$936,698,100; 1940, \$2,275,168,311; 1941, \$3,089,246,191; 1942, \$4,029,707,979; 1943, \$4,736,429,169.

**United Nations**—Canada was one of 26 nations signing the Declaration by the United Nations on January 1, 1942, at Washington, endorsing the principles and purposes embodied in the Atlantic Charter.

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